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BIGLIFT's HAPPY ROVER seen moored in Burns Harbour (USA), whilst discharging a large module suddenly the weather changed as can be seen above with a lot of unexpected wind, the crew of the HAPPY ROVER experienced some hectic times to attach extra lines etc to control the module but completed the discharging successfully

Photo : Gerrit Overduin – Happy Rover ©

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Another "weather photo" I received was made from the wheelhouse of Allseas **AUDACIA** whilst anchored off Scheveningen last week, as can be seen above at waterspout came very close to the vessel.

Photo : L. Jurgens and F. Oosterveld ©

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Patiënte afgehaald door Hoekse redders



Zaterdagmiddag 13.00 uur, Kustwachtalarm voor een medevac prio 1. Aan boord van de TSHD '**Stuyvesant**' had de vrouwelijke kok met haar vinger bekneld gezeten tussen een deur. De arts van de KNRM Radio Medische Dienst vond het verstandig de vrouw met de reddingboot '**Jeanine Parqui**' te evacueren naar het ziekenhuis. 10 minuten na de melding verlieten de redders de Berghaven.



Er stond nog een stevige Noordwestenwind, rond 5 Beaufort die zorgde voor een onstuimige zee. Vanaf het Noorderhavenlicht was de afstand 18 mijl West en het schip de '**Stuyvesant**', onderweg naar Mexico kwam richting wal varen.

Om 14.00 uur rendez vous in positie 52°00.44 en 003°45.75 Oost. De TSHD had goede lij gemaakt en de 45 jarige Amerikaanse patiënte stond al klaar in de basket om overgezet te worden.

De evacuatie verliep snel en gedisciplineerd. De reddingboot lag 14.45 uur weer afgemeerd aan de steiger waarna de patiënte direct per taxi naar het Havenziekenhuis in Rotterdam vervoerd werd. De redders werden door de kapitein en patiënte bedankt voor hun hulp.



Legal notice to Dubai owners of hijacked ship

A Dubai-based firm that owns a ship hijacked by Somali pirates has been served a legal notice by a UK-based human rights lawyer. The Jebel Ali-based company, Azal Shipping and Cargo, that owns **MV 1 Iceberg** was served the notice on July 20 by the Ansar Burney Trust International, an international human rights organisation, after the company failed to respond to pleas from the relatives of the crew members to help secure their release by paying \$3.5 million as ransom to the Somali pirates.

MV 1 Iceberg was heading for Jebel Ali Port when it was hijacked by Somali pirates on March 29, 2010, near the Gulf of Aden. The trust, owned by Pakistani human rights lawyer Ansar Burney, has vowed to fight the case in a UN court if the company does not own up to the 23 crew members who have been aboard the hijacked ship for the past 15 months. Currently, the ship is being held off the coast of Somalia. It was said to be carrying mechanical instruments and consisted of a 24-member crew comprising citizens of Pakistan, India, Yemen, Ghana, Sudan and the Philippines. Reportedly, a crew member named Wagdi Akram committed suicide on October 27, 2010 by jumping into the sea. The other crew members are said to be suffering from serious mental and physical problems after being kept alive on a meagre ration of food in a 5X5-foot cabin. Burney said he has taken the legal action after family members of the crew got in touch with him.

Speaking to Khaleej Times from London on Thursday, Burney said legal action could be withdrawn if the company cooperated. "We have been requesting the owner to provide us details of the ship and, in particular, details of any attempt at negotiations with the pirates," said Burney who is also the former federal minister for human rights in Pakistan. The company has also stopped paying the salaries to the families of the crew of whom six are Indian nationals. The notice asks the company to provide as much information as possible pertaining to the vessel, particularly details of any efforts at negotiations, the pirates' demands and any settlements reached or likely to be reached. Burney, who is expected to be in Dubai next week, said that his firm will also request assistance from the Dubai government if the company fails to cooperate. He also urged upon Pakistan, India, the NATO, the US, the UAE, Europe, the Arab and Middle Eastern countries and the United Nations to take stern action against Somali pirates. "We are against ransom since the money is used in terrorist activities," he said. "When an aircraft is hijacked, immediate action to release the flight is taken. Then, why not in this case?" A spokesperson for Azal Shipping declined to comment on the legal notice. **Source : Khaleej Times / Ecoterra**

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Above seen the 1997 built HKG flag bulker **TAIJU** entering Grand Harbour, Malta bound to Palumbo Malta Shipyard Ltd Dock 6 on Saturday 23rd July, 2011 for the first time.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Fuel regulations send Antarctic cruise costs up

Anti-pollution rules will curb tourism to the continent and push up the cost the cruises

The cost of cruising to Antarctica is likely to rise next month with the introduction of new regulations that will compel ships visiting the region to use less polluting fuels. From August 1, they will be banned from burning or carrying heavy fuel oil and must instead use marine gas oil, which is cleaner but considerably more expensive.



The change, which could cost large-scale tour operators several million pounds a season, has prompted some cruise lines to withdraw from the region, and visitor numbers are expected to fall to their lowest in almost a decade. "The ban will reduce the number of voyages next season available aboard larger 'cruise-only' ships – those carrying more than 500 passengers, with no opportunities to go ashore

in Antarctica," said Steve Wellmeier, executive director of the International Association of Antarctica Tour Operators (Iaato). He confirmed that Holland America and Azamara Cruises will continue to offer cruise-only sailings, but Crystal, Princess, Regent Seven Seas and Oceania have dropped Antarctica from their brochures.

Last season, 33,824 cruise passengers visited the region, 14,373 of whom were carried on large ships. That latter figure is forecast to fall by 66 per cent this season to just 4,896, while overall numbers are expected to fall to 2003/04 levels. The average cost of a two-week Antarctic cruise had already risen from £3,500 per person in 2009 to about £5,500 next season, and the reduction in capacity is likely to drive prices higher. It also comes as interest in Antarctica increases ahead of the centenary, in 2012, of Robert Falcon Scott's ill-fated expedition to the South Pole.



HAL's **PRINSENDAM** seen during the **Grand South America Voyage 2010** with in the background the Amalia Glacier in the Chilean inside passage in position 50° 51.0'S 73° 53.0 W. **Photo : Dolf Kramer / Ane Smit ©**

The new regulations are being introduced by the International Maritime Organisation to protect the environment in the event of a fuel leak. They follow the sinking of the **MS Explorer** off the Antarctic Peninsula in 2007. Most smaller expedition ships already use marine gas oil and their itineraries will be largely unaffected. Justin Francis, managing director of Responsibletravel.com, a tour operator that specialises in environmentally friendly holidays, supported the changes. "The threat of dire consequences from a major oil spill in the region is great, and for this reason I welcome the ban," he said. "I would urge the cruise industry to dedicate time and resources into researching and pursuing greener fuels.

"A trip to Antarctica has always been a 'once in a lifetime' holiday, one that many people save long and hard for. The ban on heavy fuel oils may make the saving period longer, but I'm sure visitors would agree that it will be worthwhile for them as well as for the future of this pristine and delicate region." Tourism to Antarctica began in the Fifties and increased sharply during the Nineties. In 1991, 4,698 travellers visited the region, rising to a peak of 46,265 during the 2007/08 season. Since then, visitor numbers have declined steadily, mostly as a result of the global economic downturn. Last season, just 1,500 Britons visited the region on IATO-affiliated ships.

Next month will also see the establishment of the North American Emission Control Area, and the introduction of stringent controls on the emissions of sulphur oxides and nitrogen oxides by ships in the region. The changes, which come fully into force in 2012, will compel operators of cruise ships sailing through the area to use costly low-sulphur fuels, which is likely to result in increased prices for passengers and the dropping of destinations from itineraries. Carnival UK, which operates 11 cruise lines, predicts that the changes will add up to £45 million to its annual costs, and Fred Olsen, the small-ship specialist, has said it might stop running its solitary North American cruise in 2012.

Source : telegraph.co.uk/travel/cruises/



The **RVE 43** seen operating in Rotterdam-Europoort – Photo : Marijn van Hoorn ©

Anti-Piracy Effort Takes Aim at Pirate Bigshots

An multinational effort against Somali pirates has resulted in a task force aimed at taking down the organizers, financiers, and negotiators behind the piracy business. A U.S. State Department official told VOA The Contact Group on Piracy off the Coast of Somalia believes there are only a handful of individuals in charge of the criminal enterprise, compared to the large number of young men who are on the seas actually hijacking ships.

The official said The Contact Group hopes that they will be able to identify and detain the leaders, and therefore reduce the number of future attacks. They are planning to do this by tracing the path of ransom money after it is paid,

information they will try to gather from captured pirates. The new working group was established at a meeting of The Contact Group in New York last week. Representatives from more than 70 countries, including the United States, explored ways to prevent the raids, which it says are threatening commerce and humanitarian aid deliveries in one of the world's busiest shipping corridors. Despite international naval patrols, Somali pirates continue to terrorize shipping in the Indian Ocean and Arabian Seas. The pirates have hijacked dozens of ships and collected hundreds of millions of dollars in ransom over the past few years. **Source: VOA News**

China, Japan LNG imports hit record, may boost spot prices

Japan and China's liquefied natural gas (LNG) imports surged to a record in June as demand for the fuel from utilities in both the countries rose, Reuters reports. Increasing LNG demand from China just as Japan, the world's largest importer of LNG, also ramps up imports is likely to increase competition for supplies for the rest of the year, a factor that could boost spot prices. "There will be a lot of competition for available LNG tonnage in the second half of the year," Tony Regan, an analyst for Tri-Zen International in Singapore. The June import numbers could be a sign of increased buying for the rest of the year.

Imports by Japan rose 10.6 percent year-on-year in June, marking it a third consecutive month of increases as utilities stepped up imports to make up for the loss of nuclear reactors shut by the March earthquake and tsunami or kept offline due to safety concerns. China imported a record 1.04 million tonnes of liquefied natural gas in June as the country prepared for increased summer demand when gas-fired power plants rev up operations.

"We might be seeing this great leap forward in the (Chinese) gas market," Regan said. The Japan Crude Cocktail (JCC) price, or the average price for customs-cleared crude oil imports which is used as the benchmark for LNG prices for Japanese buyers, fell to \$114.68 a barrel in June. The price peaked in May at \$118.58, the highest since September 2008.

Fears in Japan about the safety of nuclear power, which made up about 30 percent of the nation's generation capacity prior to the crisis, have kept several nuclear reactors offline after planned maintenance. Chances of an imminent restart of any nuclear reactors that are ready to come back online after maintenance now look slim given newly imposed safety measures. Japan announced plans to order "stress tests" for the nation's nuclear reactors, hoping to bolster public confidence shaken by the crisis at the Fukushima Daiichi nuclear complex.

Industry experts have said that LNG will serve as a key substitute for nuclear power. In a worst case scenario, a total nuclear shutdown in Japan would likely add 20 million tonnes of LNG to the nation's yearly demand. In 2010, Japan imported 70 million tonnes of LNG. Thursday's data showed Japan's imports of LNG totalled 6.228 million tonnes last month. The pace of year-on-year growth slowed to 10.6 percent from 26.0 percent in May.

Chinese demand for LNG has been rapidly increasing this year as power consumption grows and LNG imports are set to grow further as new terminals continue to come online this year. Imports were 4.3 percent higher on a daily basis than in December when the country brought in the highest volume, 1.03 million tonnes, of LNG to meet winter demand, according to Reuters calculations. Power demand from gas plants supplied by CNOOC's Fujian LNG terminal in one of the reasons that LNG increased sharply from a year earlier.

PetroChina, the country's top gas producer, has also started shipping in the chilled gas to test its first LNG receiving terminal in eastern Jiangsu province and has used gas to help ease power shortages in some Chinese provinces. "LNG imports will still increase for the coming months," analyst Liutong Zhang with FACTS Global Energy said, adding that two new terminals - Rudong and Dalian - will be key in adding to volumes but at least some of the demand will be met by long-term contracts. "The new imports will be partly from their long-term contracts with Qatar."

FACTS Global Energy forecasts that China will import 13 million tonnes of LNG in 2011, up from 9.3 million in 2010 and will overtake number two importer South Korea before the end of the decade. Gas-fired power generation, a tiny part of China's electricity output, is mostly used as backup supply as it is more expensive than China's prevalent coal-fired production. **Source : PortNews**



The offshore support vessel **SEAWELL** seen arriving at Aberdeen on 21 June 2011 - Photo : Maurice Napier ©

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LETTER RECEIVED FROM READER

In 2010 I wrote twice, not once, to two different departments within NATO and other maritime organizations about the Somali piracy situation, and one day, God willing, one day I may get a reply, but I am not holding my breath. I referred in my correspondence to the comments made by the then new NATO Secretary General Anders Fogh Rasmussen about piracy on the high seas, and pointed out that to the general public and to professionals in the field it does not make any sense that pirates of that calibre can defy the whole world and all the navies and military aircraft deployed in the region for so long. I added that notwithstanding whatever political or international maritime law expediency arguments that have been raised by governments and by NATO or EUNAVFOR do not hold water in this particular situation, and are totally meaningless in that part of the world, rather an indication of indecision and weakness. Besides, they will certainly not solve the problem.

What I proposed in my correspondence was that “from day one, what should have been happening is enforcing a one to ten mile safety zone along the coasts of Somalia for fishermen to do their business. The rest would be a “no-sail zone”, similar to the “no-fly zone” created during the Iraq conflict. A warning notice should have been broadcast across Somalia in the various dialects of that country, as well as through a universal Notice to Mariners everywhere. The notice would have clearly indicated that ANY ship, or boat, or skiff or whatever that ventures beyond the safety zone will be given one warning shot across the bow, and if the vessel does not identify itself satisfactorily and turn back, it will be destroyed and sunk lock-stock-and-barrel, no questions asked. This should have ensured that piracy, as

well as illegal fishing and toxic waste dumping in that area could have been stopped immediately. It is not too late to do that," though we cannot proceed with such actions now before we ensure that all the hostages held by the pirates have been liberated, and before taking measures to guarantee that no more hostages are taken. There will be battalions of lawyers crying foul because they consider this to be trespassing into their hunting grounds. But why should mariners die, and shippers and shipping lines suffer, just to please the lawyers, and of course the pirates!

Hassan M. Eltaher - B.A. Poli. Sci, MBA Aviation
President
MARINE CANADA - Marine Security Intelligence Management

Note from the editor : As my goal is to bring "independent" latest shipping news and interesting ships photos received from readers to the "maritime interested world", I don't like to get involved in public discussions, for this reason this is the last "open letter" about piracy I have copied into the newsletter, I hope everybody will understand my point, and I am very sorry if you do not agree with this. Thanks, Piet



The **ERNEST SHACKLETON** seen in Dusavik (Norway)
Photo : Capt. Jan Willem Razenberg – Master Seven Oceans ©

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Iranian Navy Thwarts Repeated Attacks on Cargo Ships in Bab-el-Mandeb

The Iranian Navy fleet foiled several pirate attacks on a cargo ship and an oil tanker with timely action in the Bab-el-Mandeb Strait. According to a statement issued by the Navy's Public Relations office, Iran's 15th fleet of warships saved Dandle cargo ship from an attack by 7 Somali pirate speedboats at around 16:00 hours local time on Wednesday.

The statement added that one and a half hours later, Dandle came under a second attack by 16 other speedboats near the Bab-el-Mandeb Strait, but the attack was foiled when the Iranian naval forces started a heavy arm clash with the pirates as a result of which a pirate was gunned down. In another development, the Iranian Navy fleet thwarted a pirate attack on Abadeh oil tanker with timely action on Thursday, the statement continued.

The Iranian warships initiated timely action after the tanker was attacked by 7 pirate boats. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, MV Delight, off the coast of Yemen. According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor, particularly because Persian Gulf oil is shipped to the West via the Suez Canal. **Source : FarsNews Agency**

Pirates seize Italian ship off West African coast

Pirates have seized an Italian tanker carrying a cargo of diesel fuel in the Gulf of Guinea off Cotonou, the economic capital of Benin in West Africa, the Italian Foreign Ministry said on Sunday. The ship, the **RBD Anema e Core** with a crew of 23 on board, was taken in the early hours of Sunday when a number of assailants boarded. Two of the crew are Italians, the others are Filipino and Romanian. The Foreign Ministry's crisis unit was in contact with Italian maritime officials and with the ship's operators in the southern city of Naples, a spokesman said. Maxime Ahoyo, commander of Benin's navy, said patrols had been deployed to seek the boat. 'Everything is being done to trace the pirates as quickly as possible,' he told reporters in Cotonou.

Two Italian ships have been captured in recent months in the Indian Ocean on the opposite side of the continent, where pirate groups operating from the lawless Horn of Africa have been a scourge on international shipping for a number of years. Piracy is on the rise in the Gulf of Guinea, although it is not on the scale seen off Somalia, where armed sea-borne gangs are making millions of dollars in ransoms and becoming increasingly violent. **Source : Khaleej Times**

Russian cruise ship disaster death toll rises to 120

DIVERS have pulled the bodies of six more people from a tourist boat that sank in the Volga River two weeks ago, bringing the confirmed toll from Russia's worst shipping disaster to 120. Two more people whose names appeared on the Bulgaria boat's crew and passenger list were still unaccounted for and presumed dead, Interfax quoted a local emergencies ministry official as saying.

The 56-year-old vessel sank in a wide bend of Europe's longest river on July 10. Survivors said the boat was experiencing problems with one of its engines before sailing and was listing heavily to the right. The craft was also overcrowded and operating without a proper licence, officials said. Investigators arrested the tour operator and a local licensing official and have promised to expand their criminal probe. The boat was partially raised on Friday and moved Saturday evening to shallower waters where it will be slowly drained of water and inspected.

Officials requested the expensive boat recovery operation to confirm what caused the accident. **Source : Herald Sun**

Kustwacht en KNRM acties afgelopen weekend

Ook vandaag kenmerkte het weer zich weer door harde wind en regen. Op de Noordzee, boven de Waddeneilanden, heeft de onder Maltese vlag varende coaster **RIG** scheepslading verloren. Het gaat hierbij om 15 a 20 pakketten hout. Door het Kustwachtcentrum is het Kustwachtvliegtuig ingezet om de pakketten te lokaliseren.



The Dutch KNRM **Katwijk aan Zee** beach launched lifeboat **DE REDDER** seen operating along the Dutch coast searching for a missing person – Photo : Arie van Dijk ©

Op het Gooimeer is zondagochtend een bootje van een scoutingvereniging omgeslagen. 7 kinderen en een begeleider raakten hierbij te water. Door reddingboten van Reddingsbrigade Blaricum en het KNRM reddingstation Huizen is hulp verleend. Ook particuliere bergingsvaartuigen zijn ter plaatse gegaan. De drenkelingen zijn in Almere aan land gebracht en maken het goed. Op het IJsselmeer maakte zondagmiddag een zeilcharter, met 24 personen aan boord, water. De zeilcharter voer op zo'n 5 kilometer zuidwest van Stavoren. Door het Kustwachtcentrum zijn de KNRM reddingboten van Den Oever, Hindeloopen en Enkhuizen gealarmeerd en ingezet. Met pompen bleek het mogelijk het binnenkomende water voor te blijven. De zeilcharter is onder begeleiding van de reddingboten de haven van Makkum binnengelopen. Aldaar is de zeilcharter door een gereedstaande kraan uit het water gehaald. Waardoor de zeilcharter water maakte is nog onbekend.

Momenteel wordt door de KNRM reddingboot van Hoek van Holland een medische evacuatie uitgevoerd op de Noordzee. Aan boord van een Zweedse vrachtvaarder heeft een bemanningslid brandwonden opgelopen. De betreffende vrachtvaarder voer ten tijde van de melding op zo'n 55 kilometer zuidwest van Hoek van Holland.

In het gehele weekeinde – van vrijdag 22 juli tot en met zondag 24 juli – hebben zich in totaal 37 zogenoemde Search And Rescue (SAR) incidenten voorgedaan. De meeste incidenten waren op de zogenoemde Ruime Binnenwateren. Dit zijn de Waddenzee, het IJsselmeer, Markermeer, de Randmeren en de Zeeuwse – en Zuid Hollandse Stromen. **Bron : Kustwacht Nederland**

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Above seen the Royal Navy Sandown Class Minehunter **HMS BANGOR M109** entering Grand Harbour, Malta on Sunday 24th July, 2011.
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Obama plan: Navy to cut budget despite reduced readiness

"It's so big [the defense budget] that you can make relatively modest changes to defense that end up giving you a lot of headroom to fund things like basic research or student loans or things like that." -President Obama, July 6, 2011

"I think we need to cut defense, but as commander-in-chief, I've got to make sure that we're cutting it in a way that recognizes we're still in the middle of a war, we're winding down another war," President Obama, July 15, 2001

"White House officials have ordered the Pentagon to begin slashing its budget starting in 2012 to meet President Obama's goal of \$400 billion in national security cuts," House Armed Service Committee, July 18, 2011,

In pursuit of its \$400 billion cut to national security, the Obama Administration is now preparing to ask the United States Navy to do more with less at a time when the number of unready ships is expected to rise. Top Navy officials are cautioning about the impact of further cuts, according to the U.S. House of Representatives Defense Drumbeat blog.

\$10 BILLION MORE OUT OF NAVY

According to John Bennett writing in The Hill, the Navy could be forced to slash its annual budget by \$10 billion as the Pentagon pares its spending: "White House officials have ordered the Pentagon to begin slashing its budget starting in 2012 to meet President Obama's goal of \$400 billion in national security cuts...[M]ultiple industry sources with ties to the Navy said the service has been told to expect a \$10 billion funding cut for 2013. And service officials are seriously mulling options that would alter shipbuilding plans and naval operations for years..."

Such cuts at this time are ill-conceived and dangerous. In testimony before the HASC Readiness Subcommittee earlier this month, Vice Admirals William Burke and Kevin McCoy acknowledged that the current defense budget is not providing what the Navy needs. "I'm not happy," Admiral Burke said of the budgetary decision on ship maintenance. "The decision that was made was based on other priorities, and ship maintenance came up short."

The Navy's readiness woes are simply the latest example, across the military services, of critical shortfalls that would be exacerbated if the President pursues his plan to make "relatively modest changes" to create "headroom" for his domestic agenda. He previewed just such a strategy last week during his Twitter town hall: "It's so big [the defense budget] that you can make relatively modest changes to defense that end up giving you a lot of headroom to fund things like basic research or student loans or things like that."

NAVY READINESS IS TAKING ON WATER

The combination of high demand and insufficient maintenance funding has deteriorated the Navy's readiness to a worrying extent. As Spencer Ackerman wrote for Wired: "More than a fifth of the Navy isn't ready to sail or fight, at a time when demand on the fleet is off the charts. And the number of unready ships is likely to rise as Navy officers try to fix their chronic readiness woes... Continue reading on Examiner.com <http://www.examiner.com/law-enforcement-in-national/obama-plan-navy-to-cut-budget-despite-reduced-readiness#ixzz1T1s0NIpp>



Above seen the New Zealand Navy Auxiliary Tanker **HMNZS ENDEAVOUR** alongside Chowder Bay, Sydney.

Photo : Phil Rowe - Executive Officer - HMNZS ENDEAVOUR ©

China launches largest dock landing ship

China has launched its largest amphibious dock landing warship, the 19,000 metric ton Jinggangshan, in Shanghai. The 689-foot-long warship can carry 1,000 soldiers, helicopters, armored fighting vehicles, boats and landing craft, a report in the China Daily said. The vessel is the second Type 071 dock landing ship built by Shanghai's Hudong-Zhonghua Shipbuilding. The first Type 071 dock landing ship, Kunlunshan, which has no helicopter capacity, was launched in December 2006 and commissioned into the Chinese navy in 2007.

By definition, the U.S. Navy says, an amphibious dock landing ship has a well deck and a ballast system that raises and lowers the vessel in the water. This allows small ships to move into the well and be dry-docked within the ship's well when the vessel is raised in the water. Analysts said the introduction of both ships gives the Chinese navy a global reach that it hasn't had before. The ships can handle large troop accommodation as well as maintain smaller vessels in far off seas away from China's traditional closer-to-home waters. In particular, a large helicopter flight deck at the stern of the Jinggangshan is enough to support the operation of two medium-size helicopters such as Z-8/AS-321 Super Frelon, analysts at GlobalSecurity.org said. A vessel such as the Jinggangshan can be very useful in the South China Sea where China has been flexing its naval muscles this year over its territorial claims to the Spratly Island group. The Spratly Islands -- the largest group -- lie off the southwestern coast of the Philippines as well as near the coasts of Brunei and Malaysia. China is one of the claimants, which include Vietnam and Taiwan. Philippines and Vietnam in recent months have complained of Chinese vessels encroaching upon their territorial waters near disputed islands. The belief that the Jinggangshan might be used in the South China Sea is based on the fact that the home port of the first ship, the Kunlunshan, is at China's South Sea Fleet's headquarters at Zhanjiang Naval Base in Guangdong Province, GlobalSecurity.org said. Analysts also have said the Jinggangshan looks similar to the U.S. San Antonio-class landing platform dock vessel. The Jinggangshan's cargo capacity is possibly as large of the U.S. Navy's

Austin-class LPD. "If this estimation was correct, the Type 071 LPD can carry a marine corps battalion, including 400-800 troops, 15-20 amphibious armored vehicles and their associated logistic supplies," GlobalSecurity.org said. The consortium China State Shipbuilding and Trading Corp. reportedly has offered to build a modified version of the 071 LPD for the Malaysian navy. **Source : UPI**

Seoul poised to export submarines to Indonesia

Indonesia will likely pick Korea as the preferred bidder for its submarine acquisition program, worth \$1.08 billion, industrial sources said Thursday. "France has been practically eliminated from the race," an official of Korea's Daewoo Shipbuilding and Marine (DSME) said, asking for anonymity.

He said once the deal is sealed, Korea's Daewoo Shipbuilding and Marine will be selling three 1,400-ton submarines to the Southeast Asian country. The official said the two other bidders, Germany and Russia, were pulled out of the race in March this year for failing to meet the Indonesian Navy's requirements. "From April, Indonesia only invited Korea and France to make presentations, automatically disqualifying Germany and Russia" he said. Son Hyeong-yeong, spokesman of the state-run Defense Acquisition Program Administration, confirmed that Korea has offered to export three submarines to Indonesia. "If Korea wins the bid, two of the submarines will be manufactured here, while the remaining one will be assembled in Indonesia with key components produced in Korea," he said.

Son, however, denied the media report that Taufik Kiemas, the speaker of the Indonesian People's Consultative Assembly, told Prime Minister Kim Hwang-sik Wednesday that DSME is certain to win the project. "None of the officials and the reporter present at the gathering between Kiemas and Kim heard submarines mentioned in the discussions," he said. Son noted that Korea has yet to receive any formal notification from Indonesia concerning its preferred bidder status.

Senior defense officials say the Indonesian and Korean governments are waiting to announce the result until Defense Minister Kim Kwan-jin pays a visit to Indonesia in September. Korea and Indonesia have seen an increase in bilateral defense exchanges since the leaders of the two countries have made motions to jointly develop weapons and boost bilateral trade. President Lee Myung-bak and his counterpart Susilo Bambang Yudhoyono agreed in December last year to seek joint development of weapons and defense technologies, including tanks, submarines and trainer jets.

In May, Korea Aerospace Industries (KAI) signed a deal to export 16 T-50 jets worth \$400 million to Indonesia. Korea's 10th biggest trade partner with their bilateral trade volume estimated at \$22.9 billion in 2010. **Source : KoreaTimes**

SHIPYARD NEWS



The **ALASKABORG** seen moored in Ijmuiden – **Photo : Erwin Willemse ©**

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Historic Polish shipyard set to 'go green'

The Gdansk Shipyard, where the Solidarity movement that ended the communist era in Poland was born, is now trying to lead another Polish revolution ... in offshore wind power. The European Union has laid out clean energy targets to be reached by its 27-members by 2020. To hit those marks Poland must break its coal addiction, which currently provides some 90 percent of the country's electrical power.

Environmental groups, energy experts and some politicians increasingly point to offshore wind farms as a viable alternative to coal, adding that it could have more economic upside than a planned investment in nuclear power. Germany, the continent's largest economy, is looking to buy more clean energy, and with little space left to generate added wind power domestically, some in Poland believe they can capitalise on that opportunity as well.

"Germany closing down their nuclear facilities by 2022 will generate a big take-off for offshore wind energy," said Thomas Gaardbo, vice president of GSG Towers, an offshoot of the Gdansk Shipyard that is driving the wind power initiative. Germany's onshore wind market is saturated, Gaardbo argued, adding that he thinks "the only real development that can happen" there is in offshore. "We're trying to position ourselves for that offshore market," he said.

The GSG company, co-owned by Ukrainian investors and the Polish state, plans to build 60 wind towers this year and 300 by 2014. Conditions at Gdansk have changed since 1980, when anti-communist crusader Lech Walesa led a strike over price increases and job losses that culminated in the creation of Solidarity, the first independent trade union in the then-Soviet bloc. With those days of unrest and heady protest behind it, many believe Gdansk is well-placed to cash in on wind power, given its easy access to shipping routes through the Baltic Sea port.

Gdansk, shipyard officials say, also has the highly-skilled welders needed to build the 270-tonne, 100 metres (328 feet) turbines. Poland's Institute for Renewable Energy (IEO) recently urged the government to invest in offshore wind farms instead of forging ahead with plans to build the country's first nuclear power facility. The nuclear scheme, which aims to build an operational plant by 2020, requires a 25 billion-euro (35 billion-dollar) investment.

The IEO, in a study commissioned by the environmental advocacy group Green Peace, argued that investing in a 5.7 gigawatt wind farm would be cheaper, safer and should create more jobs. IEO chief Grzegorz Wisniewski noted the plethora of wind farms in Germany, Denmark, the Netherlands, France and Spain, compared to just a handful of sites in Poland. "In Poland, you just have a tiny smattering of onshore wind farms and none offshore," said Wisniewski, noting its entire installed wind capacity totals just 1.5 gigawatts. "Now 90 percent of our electrical energy is based on coal so we're looking for options ranging from the exotic like nuclear or shale gas, to proven renewable sources," he said, pointing to wind energy as one of the best choices. "It's a proven technology for immediate use and as a large country, Poland has huge untapped wind energy resources," he added. Tomasz Koprowiak, the mayor of Kisielice in northern Poland, said the wind power industry has been a blessing for the people in his poor, rural farming community. Kisielice's wind farm -- whose 39 turbines with a 65 megawatt capacity account for five percent of Poland's total wind energy production -- generates more than enough power to service the town's 6,500 residents. "We've never had any protests against turbines here," he said, adding that local farmers are more than happy to lease land to windmill operators.

Koprowiak wants to expand to a 140-megawatt capacity, and argued that money designated for nuclear investment should be redirected to other areas, including wind, biogas and solar. Gdansk Shipyard entrepreneur Mieczyslaw Twardowski, who heads the Baltex company that is working with Poland's Maritime Institute to develop more offshore wind sites, agreed completely. "If we're talking about the big picture, nuclear energy isn't feasible," he argues. "With nuclear, we're dumping the danger and cost of de-commissioning on future generations." **Source : Breitbart**

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Eisen voor blusboten zijn 'onrealistisch'

De Veiligheidsregio Zeeland (VRZ) moet de Europese aanbestedingsprocedure voor twee blusboten op de Westerschelde over doen. de inschrijving werd eind mei opengesteld, maar geen enkele berger heeft binnen de gestelde termijn gereageerd. De twee belangrijkste spelers op de Westerschelde, het Antwerpse sleep- en bergingsbedrijf URS/Smit en Multraship in Terneuzen hebben wel belangstelling getoond, maar haakten uiteindelijk toch af. Directeur Leendert Muller van Multraship noemt de voorwaarden waaronder de VRZ een gegarandeerde bluscapaciteit met bergers wil afspreken, zowel technisch als juridisch 'niet realistisch'. De bedrijven hebben dat in een gezamenlijke brief aan de veiligheidsregio kenbaar gemaakt.

Muller wijst onder meer op de bepaling dat de eerste blusboot binnen anderhalf uur na alarmering op de plaats van het incident moet zijn. Binnen die reactietijd is ook dertig minuten ingecalculeerd voor inscheping van brandweermensen. Overschrijdt de gecontracteerde berger de limiet, dan riskeert hij een boete. Muller vindt dat onredelijk. "Stel dat wij bij Dow in Terneuzen een naftatanker assisteren en we moeten voor een incident naar Hansweert. Dat haal je nooit binnen die negentig minuten."

Niet alleen de afstand speelt een rol, legt Muller uit. "Een naftatanker kun je niet zomaar loslaten." En zo zijn er binnen het uitgestrekte gebied van de Westerschelde meer onhaalbare situaties te bedenken, voert Muller aan.

VRZ-projectleider Jeroen Meijering, brandweercommandant van Terneuzen, kijkt op van dit argument. "Toen wij de aanbestedingsprocedure aankondigden, vroegen de bergers zich hardop af waar de overheid zich plotseling zo druk om maakte. Toen was het: 'we zijn er tóch al en doen gewoon ons werk'. Nu blijkt het opeens tóch niet zo goed geregeld. Want blijkbaar kunnen ze niet altijd binnen een redelijke tijd ergens zijn. Dat geven ze zelf aan! Als de bergers het nu vervolgens zó willen spelen, prima."

De Veiligheidsregio heeft 75.000 euro per jaar over voor de permanente beschikbaarheid van twee schepen met bluscapaciteit. Muller: "Voor dat geld kun je een schip niet een heel jaar lang stil laten liggen. Zelfs niet in een samenwerkingsverband." Hoewel in de aanbesteding de mogelijkheid tot samenwerking van bedrijven is toegestaan, vindt Meijering de gekozen handelswijze van URS/Smit en Multraship 'niet zo handig'. "Wanneer twee concurrerende partijen samen zo'n brief schrijven, ga je bijna iets vermoeden... Als ze niet oppassen, krijgen ze straks nog een aanklacht voor kartelvorming aan hun broek." Om uit de impasse te komen, praat de VRZ de komende weken nog met andere partijen in Antwerpen en Rotterdam. Meijering: "We komen er vast wel uit. Het vergt alleen nog wat duwen en trekken." Ook Muller geeft aan de deur zeker nog niet dicht te gooien en het overleg te zoeken. "We willen met de

VRZ tot een oplossing komen. Het belang van de veiligheid op de Westerschelde is immers ook ons belang." **Bron :** BM/De Stem



The **Military Sealift Command** chartered **MOHEGAN** was spotted at the Brani Terminal in Singapore last Sunday
Photo : Piet Sinke ©

Hong Kong Shippers Council: Fix harbour congestion ahead of peak season

THE Hong Kong Shippers Council has demanded that local terminal operators deal with current harbour and dock congestion ahead of the vital peak shipping season. But Hong Kong terminal operators say there is land to fix the problem, but the Hong Kong Transport and Housing Bureau (THB) is unwilling to let it go as it wants it for warehousing that port operators say is not needed.

"Use of the port backup land around Kwai Tsing is by far the most important measure required to achieve to enhance the competitiveness of Hong Kong Port," said Alan Lee, chairman of Hong Kong Container Terminal Operators Association (HKCTOA) in an article last year in the Hong Kong Shipping Gazette's sister publication, The Container Shipping Manager.

Mr Lee said he was mystified with the government's decision to sell a piecemeal 34 hectares of valuable land around Kwai Tsing Port to build warehouses rather than continue to use it as container storage to keep the port competitive.

But Hong Kong Shippers Council president Sunny Ho is more interested in the here and now: "Terminal operators must deal with this problem before the peak of peak season and before there is an emergency like a typhoon, when the situation would be chaotic." Congestion, especially in Hong Kong International Terminals (HIT), has become worse with Guangdong and Hong Kong Feeder Association member company vessels suffering seven-day delays, cutting up to a half the voyages usually done in a month.

Said Mr Ho: "Transshipment cargo must come in by barge, be unloaded, taken to the yard stacked and eventually delivered to the quay - this has complicated operations. Also, the major problem is that there are not enough barge berths. "Shippers started to experience congestion and delays two months ago, when trade volumes started to grow. Shippers have experienced delays in receiving inbound cargo and truck and barge operators have complained that they are queuing up for a long time," he told London's Containerisation International. HIT told London's Lloyd's List that it was continuing discussions with Hong Kong Government about allocating land sites on Kwai Tsing and Kwai Chung in order to be used as a back up for container port operations, which would then help the barge berth shortage being experienced." **Source : Schednet**

LIBURNIJA FOR SALE



The **LIBURNIJA** seen in Dubrovnik (Croatia) in 2005 – Photo : Piet Sinke ©

Turkish brokers are advertising the veteran **LIBURNIJA** for sale with delivery in October.

<http://commercial.apolloduck.com/feature.phtml?id=206234>

She is currently on the Rijeka-Dubrovnik coastal service which runs until 29 September.

CMA CGM-OOCL's Epic loop back to Port Said after cutting it in May

MARSEILLES shipping giant CMA CGM is returning Port Said as a port call on its Epic service between Europe and the Indian subcontinent, reports ComPair Data. The service deploys eight ships in the 5,719 TEU range, seven from CMA CGM and one from Hong Kong's OOCL with NYK and ANL buying slots.

The French carrier skipped Port Said on its Epic service in May, adding an eastbound stop in Piraeus. The revised rotation now includes both a Port Said and an eastbound call at Piraeus. The revised rotation is Mumbai's Nhava Sheva, Mundra, Jeddah, Port Said, Malta, Tangiers, Southampton, Rotterdam, Hamburg, Antwerp, Le Havre, Piraeus, Khor Fakkan, Jebel Ali, Port Qasim and Nhava Sheva. Source : Schednet

Aankomst Al Samriya – een van 's werelds grootste gastankers in Rotterdam

Morgenochtend (Woensdagmorgen 27 juli) – tussen 0.00 en 04.00 uur - arriveert de **Al Samriya** aan de Gate terminal te Rotterdam, Maasvlakte (havennummer 9878). Met een lengte van 345 meter, een breedte van 55 meter en een capaciteit van 260.000 kubieke meter vloeibaar gas, is dit één van de grootste LNG-tankers ter wereld. Het membraamschip is gebouwd in 2009 door Daewoo Shipbuilding in Zuid-Korea, eigendom van de Qatar Gas Transportation Company en afkomstig uit Ras Laffan, Qatar. In het bijzijn van HM Koningin Beatrix ondertekenden

Havenbedrijf Rotterdam en Qatar Petroleum – 's werelds grootste producent van LNG – in maart nog een overeenkomst, ondermeer ter bevordering van onderlinge goederenstromen. In september vindt de officiële opening plaats van de Gate terminal in Rotterdam.

Lymington ferry plans go to public inquiry

GOVERNMENT ministers have rejected pleas to determine two planning applications involving Wightlink's new fleet of cross-Solent ferries. Plans to transform Wightlink's Lymington terminal and dump 2,000 cubic metres of mud off the coast to safeguard environmentally sensitive marshland will now be examined at a public inquiry in October. Wightlink submitted the applications last November in the hope of completing the work earlier this year. Plans to protect the marshland were sent to the New Forest National Park Authority (NPA) and proposals to upgrade the terminal were submitted to the district council as Lymington is outside the national park. Wightlink lodged appeals against non-determination of the applications after the organisations failed to make a decision. Both cited the lack of key planning advice from conservation experts at Natural England and said the Government should decide the issue.

Natural England has since concluded that the projects would not damage the Lymington River, a Site of Special Scientific Interest. In the wake of this, ministers have decided against "calling in" the two applications. Wightlink now hopes to gain planning permission in time to carry out the improvements early next year. A company spokesman said: "The planning inspectorate has registered Wightlink's appeals and a public inquiry will start on October 11."

The W-class ferries have been a source of controversy since they were introduced on the Lymington to Yarmouth route two years ago. Wightlink wants to upgrade its Lymington terminal because the new vessels are taller than their predecessors. Foot passengers are no longer able to use the gangways and have to get on and off the craft using the same route as vehicles. The company also wants to "recharge" Boiler Marsh by dumping a large amount of mud in the area. John Burrows, the company's operations manager, has warned that the ferry service could be stopped or restricted if the schemes are thrown out. **Source : Dailyecho**



The Cork Pilot boat **GLEANN MOR** seen delivering the pilot to HAL's **ROTTERDAM** – Photo : **Lenie Kleingeld** ©

Stena best first half year for four years

Stena Line has seen its best first half-year North Sea traffic results for four years. Between January and June 2011, Stena's two new Superferries carried 6.4% more cars and 1.4% more passengers from Harwich in the UK to the Hook of Holland, compared with the same period in 2010. Growth for the month of June was "particularly robust", with an 11.4% year-on-year rise in passengers, an 11.8% upsurge in cars and a 29.5% growth in coaches.



The **STENA SCANDINAVICA** (former **Stena Britannica**) seen in Kiel – Photo : Henk van der Lugt ©

Chinese shipowners slam mining giant's VLOC move

In the latest issue of **Seatrade Asia Week** the China Shipowners' Association (CSA) takes aim at mining companies for building up their own fleet of very large ore carriers. Zhang Shouguo, executive vice president and secretary general of CSA, warns the aggressive plans by mining companies could lead to some Chinese and international shipowners going out of business. Inside the issue Maersk Drilling chief Claus Hemmingson talks about plans for further fleet expansion and we see how Larsen & Tourbro is t commercial vessels and ship repair in an attempt to find work for its new yard in India. For a peek at the latest issue [CLICK HERE](#)



The **SANTA GUILANA** seen at the Westerscheldt River – Photo : Gunther Spruit ©

Escopeta's Spartan 151 jack-up rig again on way to Cook Inlet

The Spartan 151 is once again Alaska-bound.

The jack-up drilling rig left the Vancouver area on July 20, according to Escopeta Oil Co., the Houston independent that plans to use the rig for an offshore drilling program. The rig is headed directly for the Kitchen Lights unit in upper Cook Inlet, where Escopeta plans to begin its exploration program by drilling at the Corsair prospect. The rig is expected to arrive sometime in the first week of August. Foss Maritime Co. is towing the rig using three tugs — one 6,000 horsepower tug and two 4,500 house power tugs. Foss Maritime is using U.S. flagged ships for the trip. The **Spartan 151** left the Gulf of Mexico in March, sailing around the tip of South America on the **M.V. Kang Sheng Kou** heavy lift vessel, but got held up off the coast of British Columbia because of issues related to the federal Jones Act. That law requires ships moving between domestic ports to be built, flagged and manned domestically. The news

brings Escopeta another step closer to drilling its first well in Alaska, a milestone it has been working toward to varying degrees since arriving in 1994. Escopeta must begin drilling by Oct. 31 to meet state work commitments. **Source :** PetroleumNews



The **HONOUR** seen arriving in Felixstowe – **Photo : Andrew Moors ©**

OLDIE – FROM THE SHOEBOX



May - 1978. Tug "**Orinoco**" seen towing the sheerlegs "**R.B. Brunel**" from Middlesbrough to Singapore passing the Suez Canal, assisted by SCA tug "**Nimr**". The sheerlegs "**R.B. Brunel**" was owned by the U.K salvage company **Risdon Beazley**, at that time a full daughter company of **Smit International**. The "**Nimr**" was delivered as "**Breedbank**" for the "**Nieuwe Rotterdamsche Sleepdienst**" in 1976 and within 2 months sold to the Suez Canal Authority. After arrival in Singapore "**R.B. Brunel**" was renamed in "**Smit Cyclone**" and is still working for Smit in Singapore. **Photo : Capt. Kees Pronk ©**

.... PHOTO OF THE DAY



The pipe-layer **Skandi Niteroi** at Bougainville berth (Le Havre) last Friday.

Photo : Sébastien Fouéré ©

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